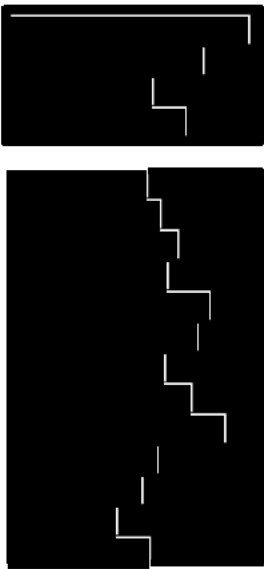



**MINUTES OF GATWICK ILS REPLACEMENT AND RELOCATION (ACP-2025-050) ASSESSMENT MEETING
HELD ONLINE ON 6TH JANUARY 2026**

13th January 2026

Distribution List:


Present	Appointment	Representing
	Airspace Change Account Manager	CAA
	Airspace Regulator (Technical)	CAA
	Airspace Regulator (Environment)	CAA
	Airspace Regulator (Engagement and Consultation)	CAA
	Airspace Regulator (Economist)	CAA
	Airspace Regulator (IFP)	CAA
	Airspace Regulator (Navigation)	CAA
	Principal Airspace Regulator	CAA
	Airspace Change Programme Manager	Gatwick Airport Limited
	Project Manager	Gatwick Airport Limited
	Head of Noise and Airspace Strategy	Gatwick Airport Limited
	Head of Aerodrome Compliance	Gatwick Airport Limited
	Aerodrome Compliance Manager	Gatwick Airport Limited
	IFP Design Service Provider	IFP Design Ltd
	System Design Authority / Change Lead	NATS
Project Manager	NATS	
Independent Consultant / ILS SME	NATS	
Apologies		
	Principal Airspace Regulator	CAA

CAA Assessment Meeting Opening Statement

CAA noted that the Assessment Meeting Agenda and Presentation Slides were received in advance of the Assessment Meeting and confirmed that the documents must be published by the sponsor, together with minutes of the meeting, on the Airspace Change Portal page. CAA explained the purpose of the meeting and confirmed that the meeting was an Assessment Meeting and not a Gateway. The CAA reinforced that the sponsor was required to provide a broad description of their proposed approach to meeting the CAA's CAP 1616 requirements, but the CAA was not deciding whether the proposed approach met the detailed requirements of the CAA's process at this stage. The purpose of the Assessment Meeting (set out in detail in CAP 1616) was broadly:

- for the Sponsor to present and discuss their Statement of Need,
- to enable the CAA to consider whether the proposal concerned falls within the scope of the formal airspace change process, including determining whether the proposal falls within the scope of a pre-scaled ACP process/Level 3,
- to enable the CAA to consider the appropriate provisional Level to assign to the change proposal.

Additionally, the sponsor was required to provide information on how it intended to proceed to fulfil the requirements of the airspace change process and to provide information on timescales. Lastly, the sponsor was required to provide information on how it intended to meet the engagement requirements of the various stages of the airspace change process.

	ACTION
<p>Item 1 – Introduction</p> <p>Gatwick project team and CAA staff introduced themselves.  (GAL) displayed the presentation</p>	

<p>Item 2 – Statement of Need and current day scenario (discussion and review)</p> <ul style="list-style-type: none"> • ██████ (GAL) presented the purpose of the meeting, the current state of the ILS and relevant current operation. • ██████ (GAL) described the three focus areas of the project: <ul style="list-style-type: none"> • Replacement and upgrade of the existing 24-element ILS array with a 32-element array, including Distance Measuring Equipment (DME) and glide path (GP) antennas. • Minor repositioning of the equipment to minimise outage and facilitate incremental improvements. • Adjustment of the Final Approach Fix (FAF) on runway 26L to 3000ft, to align with the existing 26L RNP approach procedure and the 08R ILS approach procedure. ██████ (GAL) clarified that this element, although distinct from the rest of the proposal, but has been proposed at the same time due to synergies in implementing at the same time as the ILS upgrade. • ██████ (GAL) acknowledged that the changes above will necessitate modifications to the airport’s Aeronautical Information Publication (AIP) with the new equipment positions, including the updates to Gatwick’s ILS-DME and LOC-DME approach procedures. 	
<p>Item 3 – Issues or opportunities arising from proposed change</p> <ul style="list-style-type: none"> • ██████ (GAL) detailed the planned equipment upgrades: <ul style="list-style-type: none"> • The existing 24-element ILS array will be replaced with a 32-element array. • The glide path (GP) antennas at both runway ends will be replaced and upgraded. • The single, midfield Distance Measuring Equipment (DME) system will be replaced by two DMEs positioned at either end of the runway 08R/26L, collocated with the planned glide path antennas. • ██████ (GAL) explained that the project will involve relatively minor repositioning of the equipment to minimise outage and facilitate construction with the existing equipment being operational: <ul style="list-style-type: none"> • LOC to shift behind current LOC at each end of the 08R/26L runway: <ul style="list-style-type: none"> • 08R LOC – 2.9m • 26L LOC – 2.1m • GP to shift 5m northwards from the existing GP location at either end of the 08R/26L runway; • DME antenna replacement will, by design, result in the biggest relative shift in physical location, with the midfield position being replaced with 2 positions either end of the main runway, 936m eastwards and westwards. • ██████ (GAL) clarified that, due to the proposed design above, the outages during ILS construction, installation, commissioning, and transition will be minimal. The only planned outage would take place during commissioning of the new equipment. GAL intends to maintain the existing ILS in operation to support the transition. 	
<p>Item 4 – Opportunities from the proposed changes (FAF change)</p> <ul style="list-style-type: none"> • ██████ (GAL) described that the current 26L ILS/LOC Final Approach Fix (FAF; 5.5NM DME and 2000ft) has been in place since before 2010 and was originally introduced to facilitate early tactical vectoring and approach separation, resulting in better runway efficiency. • ██████ (GAL) highlighted that this procedure diverges from current published 26L RNP approach, the current published noise abatement procedure and the 08R ILS/LOC and RNP approaches. • ██████ (GAL) also explained that recent upgrades to Air Traffic Management tools employed by the Approach controller at London Gatwick remove the original requirement for manual intervention and a ‘different’ FAF. 	<p>GAL to investigate impact of improved ILS equipment on the potential reduction in recorded go-arounds due to low visibility.</p>

- Current utilisation of the ILS join between 5.5NM and 8NM has been sporadic and tactical in nature, approx. 2500 arrivals per annum or 3% of total arrivals.
- Note: the vectoring swathe for aircraft joining the ILS extended centreline is 8-14NM. The minimum joining points related to noise abatement are 8NM (day) and 10NM (night). There are noise and safety requirements related to the minimum joining point, these requirements will not change as a result of the ILS / DME replacement project nor will the 8-14NM vectoring swathe.
- [REDACTED] (GAL) clarified the sponsor's understanding on the level of change required for the proposed changes:
 - The implementation of a more advanced ILS array and navigational equipment, changes to position and operation of the ILS array and related navigational aids are not intended to impact flight behaviours or the physical use of the airspace, therefore being purely administrative in nature.
 - There may be some resulting changes to ground operations, e.g. change to CAT III holding positions or Low Visibility Procedures, but flight procedures should not be affected. In relation to deployment of a more capable (accurate) ILS there was a discussion about reducing 'go arounds' and what data we may be able to share that might show benefit, i.e. the potential to reduce the number of 'go arounds' due to low vis.
 - SID DME ranges may change slightly with the use of the DME moves but the difference would be a small number of metres which are promulgated to 0.1NM (to the nearest 185.2m). It is Gatwick Airport's intention to collate these small changes in a future periodic review.
 - In relation to relevant PPR, [REDACTED] (GAL) explained that PPR Type 1 and 2 do not apply.
 - PPR Type 3 does concern the proposed change to 26L FAF change. [REDACTED] (GAL) pointed out that the effect of the change is minimal. The current approach controller vectoring strategy does not rely on the promulgated FAF, with the current operated extended ILS centreline ranging from 8NM to 14NM from the touchdown point. The 3000ft 8.6NM FAF is already in place in the 26L RNP approach procedure and aligns with the noise abatement requirements as well as the historical utilisation of the early turn to fix.
- [REDACTED] (CAA) asked about SID dependencies on the DME. [REDACTED] (GAL) explained that no change to procedure is anticipated, the only change being the update to relative distances to DME. [REDACTED] (CAA) clarified that the impact on the Gatwick SIDs need to be assessed in relation to the IFP design.
- [REDACTED] (CAA) asked about lateral displacement on arrival. [REDACTED] (GAL) explained that minimal lateral displacement is anticipated since the localizer beam will be in the same place, laterally.
- [REDACTED] (GAL) and [REDACTED] (IFP Design Ltd) described the transition strategy:
 - Gatwick's aim is to initially utilise the new localizers together with the extant DMEs; then transition to the new DMEs at a later stage. This is to benefit from the localiser upgrade as soon as possible.
- GAL requested CAA's views on what type of IFP assurance it would anticipate for the changes described above. Additionally, GAL requested an indication on the priority level of the change in relation to the overall IFP prioritisation (CAP 2541).
- The CAA informed that an impact assessment needs to be conducted by the APDO on the Gatwick Instrument Flight Procedures (IFPs) based on the new location of the ILS components. The Gatwick IFP impact assessment should be conducted and submitted to the CAA as per the transition strategy and implementation. The flight inspection report for the navigational aids will be required prior to approval and implementation of the change. [REDACTED] (CAA) has suggested that the phasing of transition and implementation of change may double the effort required of both the proposer and the CAA; therefore, it should be considered in the ACP timeline.

<ul style="list-style-type: none"> • ██████ (CAA) clarified that the change to the FAF location and altitude for the ILS/LOC procedure RWY 26L would be a redesign of the procedure. A separate IFP design submission and validation of the procedure will be required. In relation to the IFP prioritisation, it was indicated in the discussion that this change would fall into a priority 3. • Post Meeting clarification- Please refer to the CAP 785B Chapter 2, Validation of Instrument Flight Procedures for validation guidance. • There isn't a separate prioritisation category for IFP work, however, this change falls under priority 3 according to CAP 2541. 	
<p>Item 6 – Provisional indication of the scale level and process requirements*</p> <ul style="list-style-type: none"> • ██████ (GAL) requested that the CAA provide a separate airspace change decision for the ILS replacement and location adjustment and a separate one for the scope including the FAF change, noting that the FAF adjustment is not required for the ILS replacement itself. • CAA indicated that ILS equipment replacement and repositioning do not appear to trigger a requirement for an airspace change, in line with CAP1616 v 5. • However, CAA indicated the provisional ACP level as scaled Level 3 for this proposal, predominantly due to the proposed shift to the ILS/LOC FAF. This shift has been assessed in the meeting as constituting a PPR Type 3 – change to the ILS joining point. ██████ (CAA) explained that he expected that this would be an ACP, as it would be a change to the airspace design, but agreed that it was low impact. Although he expected that the assessment would show that this would be a level 3 airspace change, as the proposed change appeared not to alter flight paths or behaviours in any material way, he expected it would be significantly scaled, naturally this attracts a higher-level of CAA scrutiny, and associated safeguards for all. ██████ (CAA) agreed to share relevant scaling decision and guidance as part of the returned minutes. • <i>Post Meeting Clarification</i> – The CAA asked Gatwick to confirm if they intended to alter their vectoring practices formally in their MATS 2. Gatwick confirmed that if the proposal to move the ILS FAF to 3000ft and 8nm was approved they do not intend to vector at heights or distances shorter than that as a matter of routine operation. The flexibility for ATC to intervene should they deem it needed for safety reasons, would be retained. The minimum vectoring distances already defined for safety and noise will not change as a result of the FAF shift <p><i>* When the sponsor submits their gateway materials for each Gateway at the agreed submission deadline, the period between this and the gateway decision will be an analysis by the CAA Airspace Regulatory team (Airspace Regulation) of the documentation submitted, for the purposes of making a recommendation to the CAA Gateway decision maker(s). In conducting the gateway assessment, the CAA is assessing the process employed and its compliance with the guidance stipulated within CAP 1616. It is not an assessment of the merits of the submission itself, which is reviewed at Stage 5 - Decision. We may request documentation from the sponsor that is referred to in the gateway submission but has not been provided as part of the Gateway submission materials. We may also request the sponsor to provide information by way of clarification relating to statements or assumptions made in the submission. Any further information sought by Airspace Regulation at this stage is for clarificatory purposes and is only for determining compliance with the CAP 1616 process.</i></p> <p><i>In any instance where a sponsor has not met the requirements of the process, we will inform them after the gateway decision and advise of next steps.</i></p> <p><i>Please note that <u>this text does not apply to airspace change proposals involving the sole implementation of RNP Instrument Approach Procedures (IAPs) without an Approach Control</u>, as Gateway Assessments are not required. Therefore, this text can be removed from the Assessment Meeting minutes.</i></p>	<p>CAA to share the scaling decision or the relevant scaling document.</p>
<p>Item 7 – Provisional process timescales*</p> <ul style="list-style-type: none"> • Construction and installation – Q1 26 – Q4 26 • Assurance – Q1 27 • ILS procedure impact assessment and AIP changes – Q1 27 – Q2 27 	

<ul style="list-style-type: none"> Expected implementation – Q2 27 – Q3 27 CAA requested confirmed dates for submission of the instrument flight procedure documentation before providing an indication of response times. <p><i>* The timeline agreed may become subject to change by the CAA. As outlined in CAP 2541 it is not the CAA's intent to conduct a re-prioritisation of all ACPs currently in progress, but only to prioritise when we believe this is required. Such prioritisation will be conducted on a case-by-case basis and in accordance with the principles outlined in CAP 2541. Should it be considered necessary to reprioritise an ACP a member of the Airspace Regulation team will contact the sponsor directly.</i></p>	
<p>Item 9 – Next steps</p> <p>Draft minutes to be submitted to CAA by COB 13/01/2026 Review and return the minutes and within 7 days of receipt. Upload Meeting Agenda, presentation slides and minutes on the ACP portal by 23/01/2026</p>	<p>GAL CAA GAL</p>
<p>Item 10 – Any other business</p> <p>None</p>	

ACTIONS ARISING FROM ILS REPLACEMENT AND RELOCATION (ACP-2025-050) ASSESSMENT MEETING

Subject	Name	Action	Deadline
Next Steps	GAL	Draft minutes to be submitted to CAA	13/01/2026
Next Steps	CAA	Review and return the minutes	20/01/2026
Next Steps	GAL	Publish agenda, slides and minutes on portal	23/01/2026
Item 4	CAA	Share the scaling decision or the relevant scaling document relating to applicable Level 3 Scaling.	23/01/2026
Next Steps	GAL	Review scaling and determine if a change to SoN is required	27/01/2026
Item 4	GAL	As part of future ground operations improvements, include impact of improved ILS equipment on the potential reduction in recorded go-arounds due to low visibility.	Post implementation

Gatwick Airport Limited
ACP Sponsor